



W/T operator back in the cabin strapped themselves down by their seat belts, and, on the occasions I looked back from the cockpit, I saw two white faces mutely questioning how much longer it was going to last. We were no heroes, but just had to do the best we could in the conditions, and Wood's best was very good. He admitted later that it was the most hectic forty-five minutes he had ever known. Later we came out into sunny conditions above broken cloud, and achieved good time to Rangoon, having made the crossing direct in spite of the interlude. Anyway, we learnt that the cockpit and cabin were waterproof, that the wing tips were not advertising the severe bumps unduly, and that it was not difficult to keep dead on course in bad conditions. Naturally, the longitudinal and lateral disturbances took some looking after.

Radio in Bad Weather

Of course, W/T communication on long or medium wave breaks down completely under such conditions and the only hope is on short wave. There were numerous occasions during the flight when the electric condition of the atmosphere was such that communication was impossible, and I am strongly in favour of an all-wave installation. The disadvantage is that D/F work is preferably done on long wave so that one is left to one's own devices through a storm zone, but, at any rate, it is some comfort to know that some sort of communication is available, if only to give meteorological information.

Most of our cruising was done in the neighbourhood of 10,000 ft., a nice comfortable altitude in the tropics—sometimes quite cold in comparison with the oven-like conditions of the lower levels. In calm conditions we flew for hours feet-off with just an occasional touch on the rudder bias control to correct our course, and often hands off as well, provided the crew kept still and did not move about. Under such conditions long periods of flying were achieved with a minimum of effort on the part of the pilot, who was periodically supplied with black coffee and cigarettes to prevent him falling off to sleep from sheer boredom.

Later, when crossing Northern Australia, we had to be on the alert the whole time. In the first place it was extremely bumpy, and, secondly, navigation is very tricky between Newcastle Waters and Cloncurry, especially to us who had not seen the country before. I would say that

This map, provided by the author, shows the whereabouts of the coral reef and the course of the Monospar, and should be studied in conjunction with the article.

there is a definite need for a wireless station equipped with D/F at Cloncurry.

Apart from our demonstration work in Australia, during the course of which we went from Melbourne to Sydney by air in 2½ hours (distance 480 miles), while I took 15 hours to return by train, we joined in the aerial pageant held by the Victoria Aero Club on September 26 and won the Herald Cup by achieving the fastest time.

It now remains for me to say something about our return journey, as far as it went, and in the course of which we seem to have attracted far more interest than if we had made an orthodox return and captured the Australia-England record—all thanks to the fact that it nearly ended in tragedy for ourselves as well as for the

aircraft. I should like to make it clear that the record was only incidental. We were coming home and the machine was speedy enough to enable us to make really fast time if we were prepared, still at 75 per cent. power, to settle down to it. So we planned accordingly.

We were fortunate enough to take-off from Melbourne on October 6 under weather conditions which would ensure fine weather and light winds right up Australia. We were away from Essendon well before dawn and arrived at Darwin (2,435 miles on our route) just as the sun set; the average speed was 188.4 m.p.h. The previous morning our agents, Robert Bryce and Co., Pty., Ltd., had arranged with the Melbourne authorities that news of our coming should be telegraphed ahead. Coming into Darwin we attempted W/T contact when 370 miles away, but were

PROGRESS OF THE FLIGHT.

Stage.	Distance.	Flying Time.	Average Speed.	Remarks.
	Miles.	hr. min.	m.p.h.	
London-Karachi ...	4,449	26 36	—	—
Karachi-Jodhpur ...	385	2 9	179	—
Jodhpur-Allahabad ...	547	2 50	191.6	Light following winds.
Allahabad-Calcutta ...	465	2 30	186	—
Calcutta-Rangoon ...	696	3 44	186.5	Monsoon storm in Bay of Bengal.
Rangoon-Penang ...	853	5 4	170	—
Penang-Singapore ...	370	2 15	165	—
Singapore-Batavia ...	573	3 30	164	—
Batavia-Sourabaya ...	407	2 38	154.5	—
Sourabaya-Koepang ...	798	4 38	172.3	Moderate head winds.
Koepang-Darwin ...	518	3 15	160	—
Darwin-Daly Waters ...	328	2 16	145	—
Daly Waters-Brunette Downs ...	284	1 55	148	—
Brunette Downs-Cloncurry ...	405	2 35	156.5	Severe head winds.
Cloncurry-Charleville ...	573	3 25	168	Moderate head winds.
Charleville-Melbourne ...	845	4 32	186.5	—
Overall:	12,496	76 52	163	—

RETURN JOURNEY.

	Miles.	hr. min.	m.p.h.	
Melbourne-Charleville ...	845	4 28	189.2	Light favourable winds, very bumpy over last 1,500 miles.
Charleville-Cloncurry ...	573	3 11	180.9	—
Cloncurry-Darwin ...	1,017	5 16	193.4	—
2,435	12 55	188.4	Day's run and average.	